

Brooks

Brooks is generally bounded by the Jeffries Freeway (I-96) to the north, the Dearborn City limits to the south, the Conrail Railroad line to the east, and the Southfield Freeway (M-39) to the west. The area has a variety of housing types, a college campus, and heavy industry along the edges.

At large percentage of the housing units are owner occupied. And, almost a third are valued from \$50,000 to \$70,000. Nearly twenty percent of the households have income in the \$35,000 to \$50,000 range.

❑ Neighborhoods and Housing

Issues: The redevelopment of the former Herman Gardens' public housing site (at Southfield Freeway and Tireman) represents the largest development opportunity in the area. Areas of abandonment and disinvestments characterize the housing stock north of Chicago.

GOAL 1: Revitalize neighborhoods with poor housing conditions

Policy 1.1: Demolish vacant and/or dangerous structures and encourage rehabilitation and infill housing in the northwest corner.

GOAL 2: Rebuild neighborhoods

Policy 2.1: Redevelop the former Herman Gardens' site and the adjacent residential areas with a mix of market rate and affordable housing.

❑ Retail and Local Services

Issue: The residential redevelopment of the Herman Gardens site will increase the attractiveness of the area for retail development along Joy Road east and west of Greenfield. Warren Avenue is a very stable and economically viable commercial corridor.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Take advantage of traffic along the major thoroughfares to attract commercial activity along Plymouth and Greenfield.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Along Joy Road, develop locally serving, small-scale businesses with an emphasis on pedestrian access.

Policy 4.2: Develop neighborhood commercial nodes along Joy, Plymouth and Greenfield with parking nodes and a pedestrian orientation.

GOAL 5: Improve the appearance of commercial areas

Policy 5.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvement along Joy, Plymouth, Warren and Greenfield.

□ Industrial Centers

Issues: A strong industrial corridor exists along the eastern edge. It includes an active rail line, although there are a few vacant and under-utilized sites. In some cases industrial areas encroach upon adjacent residential areas.

GOAL 6: Increase the viability of industrial areas.

Policy 6.1: Attract new industries and encourage existing businesses to expand in the industrial corridor.

GOAL 7: Reduce conflicts between industrial and residential areas

Policy 7.1: Buffer the negative impacts of industrial land uses upon residential areas along Hubbell.

2000 Census - Demographic Profile

Neighborhood **Brooks**

Total Population

31,957

1990 Population

35,643

1990 to 2000 Change

-3,686

Percent Change

-10.34%

Race

White Only

5,421

16.96%

Black or African American
Only

24,551

76.83%

American Indian and Alaska
Native Only

119

0.37%

Asian Only

73

0.23%

Native Hawaiian and Other
Pacific Islander Only

0

0.00%

Other Race Only

248

0.78%

Two or More Races

1,545

4.83%

Hispanic Origin

Hispanic Origin (Any Race)

583

1.82%

1990 Hispanic Origin

561

1990 to 2000 Change

22

Percent Change

3.92%

Gender

Male

14,902

46.63%

Female

17,055

53.37%

Educational Attainment

Population 25 or older

18,040

56.45%

HS Graduate or Higher

12,572

69.69%

Assoc. Degree or Higher

2,171

12.03%

Age

Youth Population
(Under 18 Years Old)

10,877

34.04%

1990 Youth Population

11,778

1990 to 2000 Change

-901

Percent Change

-7.65%

0 to 4 Years Old

2,945

9.22%

5 to 10 Years Old

4,158

13.01%

11 to 13 Years Old

1,780

5.57%

14 to 17 Years Old

1,994

6.24%

18 to 24 Years Old

3,040

9.51%

25 to 44 Years Old

9,782

30.61%

45 to 64 Years Old

5,774

18.07%

65 Years Old and Older

2,484

7.77%

Households

Households

10,840

Average Household Size

2.92

Population in Group Quarters

319

1.00%

Population in Households

31,638

Family Households

7,754

71.53%

Married Couple Family

3,147

40.59%

Female Householder Family

3,783

48.79%

One Person Households

2,623

24.20%

Housing Units

Housing Units

11,668

1990 Housing Units

13,812

1990 to 2000 Change

-2,144

Percent Change

-15.52%

Vacant Housing Units

802

6.87%

Occupied Housing Units

10,866

93.13%

Owner Occupied

6,455

59.41%

Renter Occupied

4,411

40.59%

Housing Value

Owner Occupied Units

6,014

Less Than \$15,000

173

2.88%

\$15,000 to \$29,999

568

9.44%

\$30,000 to \$49,999

1,340

22.28%

\$50,000 to \$69,999

1,937

32.21%

\$70,000 to \$99,999

1,837

30.55%

\$100,000 to \$199,999

142

2.36%

\$200,000 or More

17

0.28%

Household Income

Less Than \$10,000

2,025

18.68%

\$10,000 to \$14,999

939

8.66%

\$15,000 to \$24,999

1,847

17.04%

\$25,000 to \$34,999

1,450

13.38%

\$35,000 to \$49,999

1,907

17.59%

\$50,000 to \$74,999

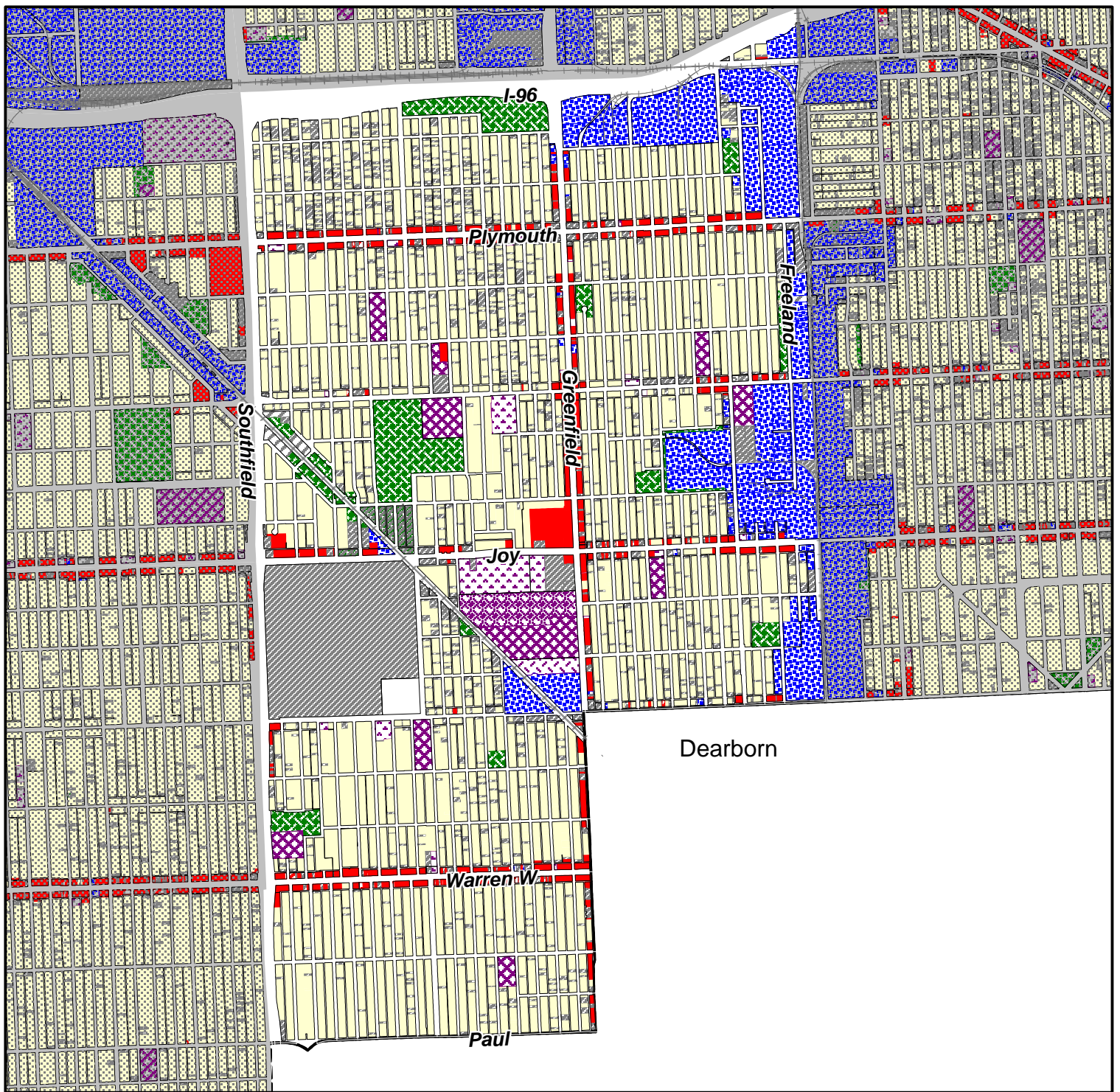
1,453

13.40%

\$75,000 or More

1,219

11.25%



Map 7-1A

City of Detroit
Master Plan of
Policies

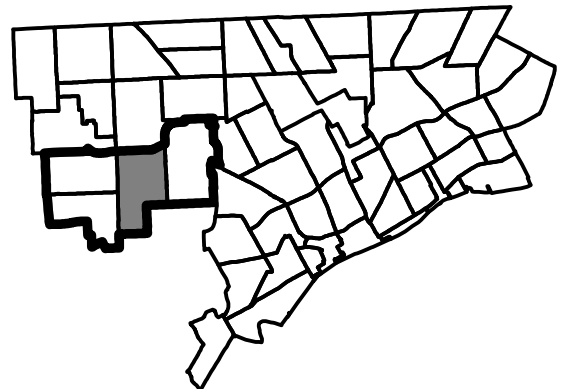
Neighborhood Cluster 7 Brooks

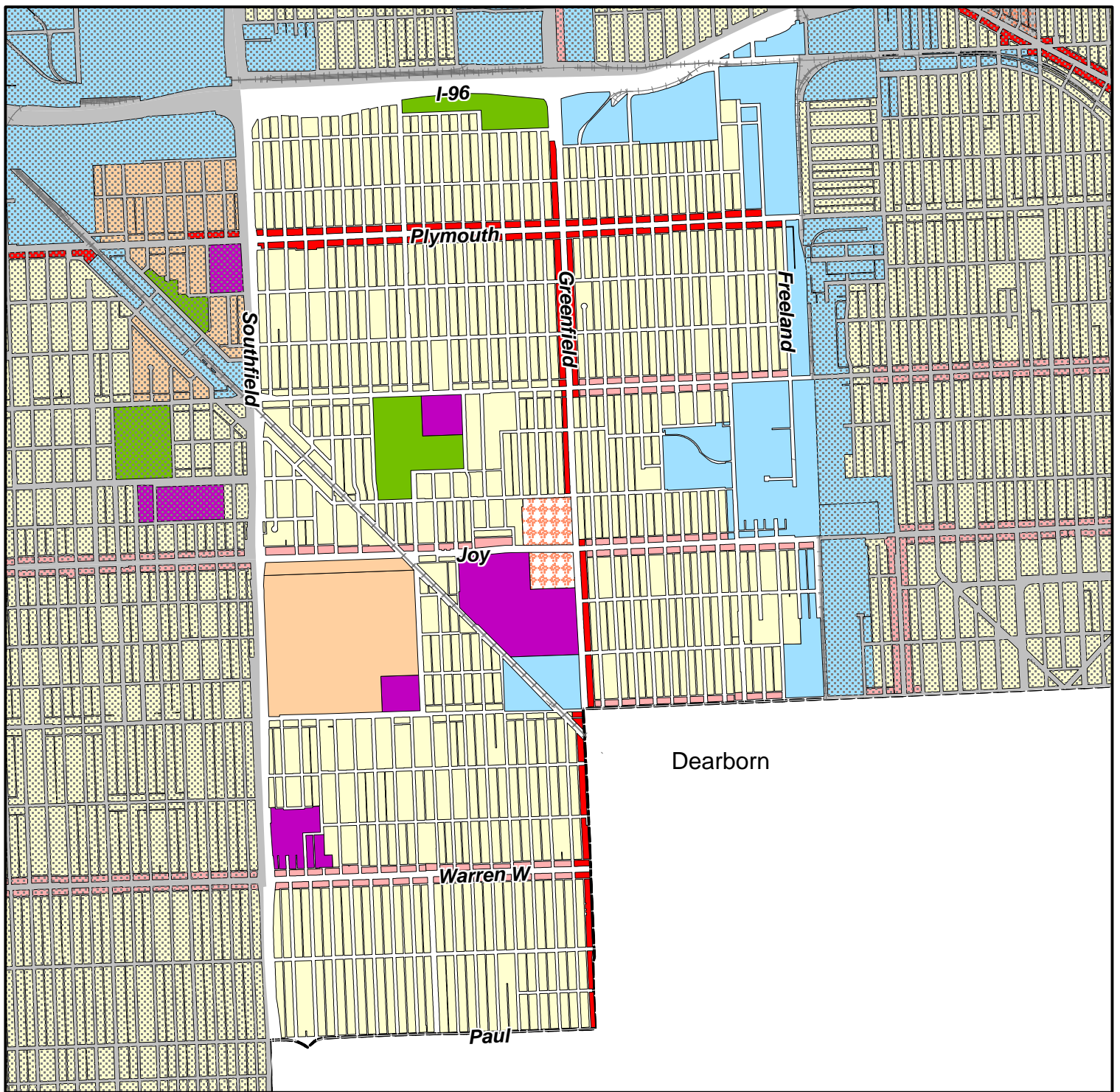


Existing Land Use * -

- | | |
|-------------------------|----------------------------|
| Residential | School - Primary/Secondary |
| Commercial | School - Other |
| Office | College/University |
| Industrial | Institutional |
| Transportation | Cemetery |
| Utilities/Communication | Recreation/Open Space |
| Hospital/Clinic | Vacant |

* January 2000 Existing Land Use. Sources:
Detroit Public Schools DataImage database;
Recreation Department Site Inventory;
Planning and Development Department's Property Information System (PINS);
Finance Department, Assessment Division's Integrated Physical Data System (IPDS).





Map 7-1B

City of Detroit
Master Plan of
Policies

Neighborhood Cluster 7 Brooks



Future Land Use -

- | | |
|--------------------------------|--------------------------------|
| Low Density Residential | Light Industrial |
| Low-Medium Density Residential | Distribution/Port Industrial |
| Medium Density Residential | Mixed - Residential/Commercial |
| High Density Residential | Mixed - Residential/Industrial |
| Major Commercial | Mixed - Town Center |
| Retail Center | Recreation |
| Neighborhood Commercial | Regional Park |
| Thoroughfare Commercial | Private Marina |
| Special Commercial | Airport |
| General Industrial | Cemetery |
| | Institutional |

